

Fast German Cruiser Roon Helped Take Appam; Still Roves Atlantic Supported by Fleet of U-Boats

MORGAN SAILS; BIG LOAN NEAR

France Will Get \$200,000,000 More, Say Bankers Here.

STRONG ALSO GOES TO EUROPE

Plans to Establish Branch Banks—J. T. Harris Third of Party.

J. P. Morgan sailed last night on the Rotterdam for Europe. At the office of the banker detailed information concerning the purpose of his visit was withheld, except that the trip would "combine business and pleasure."

Information obtained in banking quarters, however, was that Mr. Morgan would go to Paris to arrange a new French loan. The amount, it was said, has not yet been definitely agreed upon, but it will be between \$100,000,000 and \$200,000,000. This feature of the loan will be settled following conferences with French and British bankers and officials of the two governments. The length of Mr. Morgan's trip will depend upon how long it will take to arrange the main features of the loan.

Bankers Confer Over Exchange.

Exchange on Paris has been noticeably weaker since the middle of January, and conferences over plans for strengthening the market have been frequent between members of the Morgan firm and other New York bankers who have been prominent in the handling of the Anglo-French loan and other foreign credits from the financial district yesterday prior to his sailing he conferred with these bankers.

Another loan for the Allies which is nearing completion is a \$100,000,000 credit to Russia. The negotiations are being handled by the Guaranty Trust Company with the National City Bank, and one of the officials of the trust company was authority for the statement yesterday that the details probably will be completed in the near future. It was understood that the financing of Russia's needs will take the form of a government loan, with collateral to make it readily realizable in this market.

Guarantee for French Loan.

The proposed French loan, it is also understood, will be to the French government, which will give its guarantee. Unless present plans are materially altered, it will run from three to five years and will be taken by New York bankers. The collateral probably will take the form of American securities and those of other governments which the French government has been mobilizing in a manner similar to that adopted by the British Treasury authorities.

A great deal of secrecy has attended these negotiations. This was evidenced yesterday by several bankers, who expressed surprise at the announcement of Mr. Morgan's sailing. It was learned, however, that his decision to go abroad was not reached suddenly.

On the same boat with Mr. Morgan sailed Benoit Strong, Jr., president of the Federal Reserve Bank for this district, and John F. Harris, of Harris, Knapp & Co., a prominent Wall Street investment house. The purpose of Mr. Strong's visit was reported to be in connection with the establishment of branch banks abroad.

\$500,000,000 Added to Credit.

In addition to its half of the \$500,000,000 Anglo-French loan, France since the war began has borrowed in the market a total of \$300,000,000. The most recent transaction was the granting of a \$100,000,000 acceptance credit by a banking syndicate headed by William P. Reuther & Co., Inc. Other loans included \$100,000,000 notes, \$50,000,000 one-year 5 per cent notes, a \$20,000,000 commercial credit and a \$10,000,000 banking credit.

The country's foreign loans floated in this country since the outbreak of the war amounts to \$1,000,000,000.

Regarding further British loans in the market, bankers said yesterday that the credit of \$50,000,000 extended to a group of eight London banks had not yet been exhausted. The opinion was expressed that Great Britain has as yet sent any appreciable amount of securities to this market out of the large amount collected through its mobilization scheme.

By special arrangement, which officials of the Holland-America Line did not explain, Mr. Morgan's car was allowed to pass to the extreme end of the pier, and the financier slipped up a small stairway there, boarding the ship over the second-class gangway.

APPAM'S RELEASE DEMANDED

Owners of Vessel Insist Passengers Be Permitted to Land.

Daniel Bacon, local agent for Elder Dempster Company, Ltd., owners of the Appam, said yesterday that the vessel has demanded that the passengers be released and the passengers should be allowed ashore.

"Of course, we realize that there are several unusual phases of the case to be considered," Mr. Bacon said, "but we think the passengers should be allowed ashore."

He added that a message from the Appam yesterday stated there had been no new developments during the day. No arrangements have yet been made for having the passengers returned to England.

Young Teiper Locked Up; Owned Discharged Pistol

Admits Buying It, but Denies Shooting—Weapon Found Near Bodies Is of Same Calibre as Revolver Murderer Used.

[From a Staff Correspondent of The Tribune.]

Ruffalo, Feb. 2.—John Edward Teiper was transferred from his luxurious home to a police station cell to-day. In ordering the transfer District Attorney Dudley was careful to explain that the young brick manufacturer has not been placed technically under arrest.

The development in the case that stood out above all others to-day came when Teiper, cornered by prosecutor and police, was forced to contradict his earlier protestations and admit that a revolver found near "murder bend" on the Orchard Park-Buffalo highway was his. This revolver, one of the most important of the concrete clues in the case, was picked up in a field about seventy-five feet away from the place where Constable Becker discovered the stalled roadster, the conveying touring car and their dead early Sunday morning.

Four chambers of the weapon contained discharged cartridges of the same calibre as that which was discharged into Mrs. Agnes Teiper's body after she had been beaten to death in the road, and her body had been lifted back into her motor car. While Teiper was being questioned yesterday in the office of Inspector Girvin, he insisted that he owned only one gun—an automatic.

"That was at home," he said. "If I had it with me, I don't think this terrible thing ever could have happened."

A detective was sent to Orchard Park. There he learned from a hardware dealer that Teiper had purchased a revolver of the make of that found in the field. The purchase, he said, was made about a week ago.

Confessed Owning Pistol.

Subsequently Teiper was intentionally permitted to overhear a telephone conversation—or one end of it—between the District Attorney and the hardware man. Mr. Dudley addressed the other by name. "And when did you say Mr. Teiper bought the revolver?" he asked. That was enough for Teiper. Up to the moment he had been almost suave under the cross-examination.

"I was afraid to tell you before!" he cried, as the District Attorney hung up the receiver and swung to face him. "That's right, the revolver was mine. But, as I stand before you, living, I wasn't the one who used it. When you asked me about the gun, I was afraid it might incriminate me if I admitted owning it. The last thing I saw of the revolver it was under the seat of my runabout. I used to keep it there against a time of need. It was under the seat when the machine broke down and I was forced to leave it in the road."

District Attorney Dudley says he has



JOHN EDWARD TEIPER.

Continued on page 3, column 4

SENATE VOTES FOR SCUTTLING

Philippines to Go Unrestricted After Four Years.

MARSHALL CASTS DECIDING BALLOT

Opponents to Attempt to Force Amendment's Reconsideration To-day.

[From the Tribune Bureau.]

Washington, Feb. 2.—Forty-one Senators voted their opinion to-day that the United States should get out of the Philippines as quickly as possible without attempting to make any arrangements whatever for preserving their independence. An equal number voted against this proposition, which, briefly, is the meaning of the Clarke amendment, following the additional changes adopted to-day making even balder the policy of scuttle.

Vice-President Marshall settled the question by voting for the amendment, which will turn the islands loose in two to four years, with no guarantee of their independence, either by joint treaty, as even the Clarke amendment originally provided, or by the United States alone.

On the face of the votes the Senate is strongly determined that the United States shall get out of the islands without leaving any strings behind. This was shown by the vote on an amendment offered by Senator Kenyon, of Iowa, who proposed to cut out all reference to the independence of the islands, which the Clarke amendment proposed to safeguard for five years following the assumption of self-government.

Attempt to Load Amendment Fails.

The vote in favor of the Kenyon amendment was 53 to 31, thirty Republicans and twenty-three Democrats joining for the amendment, against twenty-seven Democrats and four Republicans who voted against it. The amendment itself, however, disclosed that several Senators had voted for the Kenyon proposal with the idea of "loading down" the Clarke amendment and making it so bad that it could not be passed.

Among those who sought to cripple the Clarke amendment in this fashion were Messrs. Hitchcock, chairman of the Philippines Committee; Beckham, Brandegee, Clark (Wyo.), Cummins, Curtis, Colt, du Pont, Fall, Gallinger, Harding, Jones, Lee (Tenn.), Lewis, Lippitt, Lodge, Moore, Norris, O'Rourke, Page, Phelps, Poinsett, Pomeroy, Pomeroy, Reed, Smith (Mich.), Smoot, Sterling, Sutherland, Townsend, Walsh, Warren and Weeks.

Opposite to this, however, there were changes made, which prevented a great difference appearing in the vote. Senator Clarke voted against the Kenyon amendment, but for his own, as did Senators Brandegee, Brandegee, Brandegee, Chilton, Fletcher, Hardwick, Hastings, James, Johnson (Maine), Kern, Lee (Md.), Robinson, Sheppard, Simmons, Smith (Ga.), Smith (S. C.), Stone, Swanson, Thompson, Tillman, Underwood and Vandenberg.

The attempt to load down the Clarke amendment, however, failed by the narrowest possible margin, with the result that the men who had been striving to write a milder amendment, actually aided in bringing about a stronger one than desired by the Republicans.

Vote on the Clarke Amendment.

The vote on the Clarke amendment itself followed quickly after the vote on the Kenyon change, and was as follows:

Yeas: Democrats—Ashurst, Bankhead, Broussard, Bryan, Chamberlain, Chilton, Clarke (Ark.), Fletcher, Harding, Hollis, Hastings, James, Johnson (Me.), Kern, Lane, Lee (Md.), Martineau, Newlands, Overman, Pittman, Robinson, Shafroth, Sheppard, Shields, Smith (S. C.), Stone, Swanson, Thomas, Thompson, Tillman, Underwood, Vandenberg, Williams. Republicans—Borah, Clapp, Kenyon, La Follette, Work.

Total yeas, 41.

Nays: Republicans—Brandegee, Carter, Clark (Wyo.), Clark (Conn.), Curtis, du Pont, Fall, Gallinger, Granger, Harding, Jones, Lippitt, Lodge, Mcumber, McLean, Nelson.

Total nays, 31.

Mr. Morganthau has already proved himself a good collector of campaign funds, having been the chairman of the Finance Committee of the National Democratic Committee in 1912. This, coupled with his own large contribution, together with his abilities as a business man and lawyer, earned for him Mr. Wilson's gratitude.

Mr. Morganthau's friends in this city declare that the portfolio that he expected as a reward for his labors in Mr. Wilson's last campaign will be his if the 1916 campaign is equally successful. It was recalled by politicians yesterday that when President Wilson first offered the ambassadorship to Turkey to Mr. Morganthau, he declined the post, and it took three months for the Democratic leaders to prevail upon him to accept it.

"Mr. Morganthau has no intention of returning to Turkey," said a political friend of the ambassador yesterday. "He did not want to go there, in the first place, because it kept him away from his family. And I am sure that if he is as successful this year in collecting money for Mr. Wilson's campaign, as he was in 1912, and Mr. Wilson is elected, he will be appointed to a place in the Cabinet. I understand that Mr. Morganthau has this understanding with the President."

A couple of days after President Wilson was inaugurated Mr. Morganthau, who was present at the ceremony, suddenly left Washington. At the time stories from Washington declared the New Yorker left Washington in a huff because he did not receive a place in the Cabinet. It was said at the time that the reason Mr. Wilson had not appointed Mr. Morganthau was because he was a Jew.

On his return to New York Mr. Morganthau said:

"I deeply deplore that the question of race has been injected into this matter. I am an American, and stand, as I am sure President Wilson does, for the principle that each man shall be treated according to his merits. I have not considered any diplomatic position. Hence the statement that I criticized any post is without foundation."

He added that he had enlisted in Mr. Wilson's fight without any hope or any desire of reward.

GERMAN RAIDER DRIVES INSURANCE RATES UP

Many Firms Refuse Risks on African Shipments.

William G. Wilcox, of Wilcox, Peck & Gibbs, marine underwriters, declared yesterday that the exploit of the German sea raider which sank seven British ships and captured the Appam had demoralized certain classes of marine insurance rates. Some firms, he said, were refusing business on shipments to Africa.

"There is no change," Mr. Wilcox added, "as far as I can see, in the rates to the United Kingdom and France, but the market for shipments to Africa and via the cape to Australia is simply demoralized. I may say that rates indicated are anywhere from two to ten times the rates previous to the arrival of the Appam. Rates to the River Plata are also affected."

A member of another prominent marine insurance firm said that rates had been raised because there was no assurance that the exploit of getting out of the Kiel Canal and sinking ships on the open sea might not be repeated.

GROUNDHOG SEEMS A TRIFLE PREVIOUS

No Sign of Spring, Says Weather Man, but Jersey Proudly Plucks a Rose.

Candian came and went yesterday, and the groundhog, poking his periscope out of the ground for signs of spring, looked in vain for his shadow. After he had taken thorough observations he followed his nose out of the hole, stretched his cramped legs and decided to stay on the surface for the season.

But in the city last night, after a day of snow overhead and slush underfoot, the weather man denied that spring had come. With a storm center reported off Hatteras and whirling up in the direction of Hoboken, the forecaster prophesied another day of sleet and a low temperature of 24 degrees during the night. All along the coast storm signals were set.

Five persons were injured yesterday by slipping on treacherous pavements, according to the Police Headquarters list.

The snow shovelling army, whose field marshal is Commissioner Fetherston, mobilized with difficulty. While 20,000 registered after the first snow of the winter, only 6,700 yesterday answered the call to brooms.

Late dispatches from Passaic indicated that the weather out in Jersey, however, was "moderate." Scores of dandelions were seen in bloom near the house of George Mott, of Delaware Avenue, and in the front yard of this prominent and voracious citizen the maples were budding. Silvery strains from rare Southern songsters have been heard in many parts of the city, and a rose was plucked yesterday by Honest Bill Poble, of Clifton, noted for his fifty years of truth telling.

BARS BARE LIMBS IN RUSSIAN BALLET

Boston Mayor Permits Merely Exposure of Toes.

[The Telegram to The Tribune.]

Boston, Mass., Feb. 2.—Bare toes on the stage are proper, but any bareness above the very lowest part of the ankles is contrary to Mayor Curley's standard of morality.

For this reason, although the city's board of censors has decided to take no action in regard to the Russian ballet at the Boston Opera House, John M. Casey, chief license clerk, has been instructed to request the ballet management to cover whatever bareness exists on the lower limbs above the ankles of any of the persons in the ballet.

"The city board of censors," said the Mayor this afternoon, "talked informally about the ballet and decided that there was nothing irregular or improper about it. But I have instructed Mr. Casey to request the management to cover the bare limbs. I have no objection to the bare toes."

Onions Up Early: Doing Well.

Mount Olive, N. J., Feb. 2.—Onions are growing in the garden of Postmaster Richard H. Stevens.

BERLIN LOOKS FOR CONCORD ON LUSITANIA

Says New Proposals Give Hope of an Agreement.

LANSING RULES PLEASE TEUTONS

German Attitude Changes—But British Oppose Code Strongly.

Berlin (by wireless to Sayville, N. Y.), Feb. 2.—Instructions have been sent by the German government to Ambassador von Bernstorff at Washington of such a nature as to give "reasonable hope for a positive understanding" concerning the Lusitania affair, it was announced here to-day.

The announcement, which is of a semi-official nature, is said by the Overseas News Agency to have been made "in connection with alarming English reports about the nature of German-American relations." The text of the statement follows:

"It is true that on Saturday, January 29, a telegraphic report from the German Ambassador at Washington arrived at Berlin, showing that up to that time it had been impossible to adjust the Lusitania case in a manner satisfactory to both sides by friendly verbal exchanges of views."

"On Tuesday instructions were transmitted by telegraph to the German Ambassador which gave reasonable hope for a positive understanding."

Settlement Is Near.

Bernstorff Intimates

[From The Tribune Bureau.]

Washington, Feb. 2.—Ambassador von Bernstorff has been advised by wireless that new instructions from his government in the Lusitania case are on the way. Owing to the normal delay in cable transmission, they are not expected to arrive until to-morrow or Friday. Although no particulars were given in the wireless message, the ambassador has reason to believe that his new instructions will bring the controversy to a quiet conclusion.

In German quarters it is admitted that the new attitude of this government toward the arming of merchant vessels, expressed in Secretary Lansing's recent note to the Entente Powers, will have much to do with paving the way for an understanding on the Lusitania. Persons qualified to speak for the ambassador pointed out that Germany has contended from the beginning that a ship loses its non-combatant character by the very reason of its carrying arms, no matter what the purpose for which they may be wanted.

The attacks in German newspapers on Secretary Lansing's new proposals are believed at the German Embassy here to be based on a misconception of the Secretary's note. Reports received yesterday and to-day indicate that the German press has changed its attitude and is now generally in favor of this government's proposals.

As already pointed out in The Tribune, however, the suggestion will not be adopted by the Allies, who consider it not only unfair but unwarranted, and believe its sole purpose is to enable Germany to accept the Lusitania demands without impairing the value of the submarine campaign.

The certainty that Great Britain, France and Italy will reject the scheme, therefore, makes it necessary for the State Department either to abide by international custom as it now exists or to issue a proclamation placing all armed merchant ships outside the law. The latter course, it is now perceived, would arouse ill feeling in the Entente capitals and jeopardize the interests of the United States from a new quarter.

Say Britain Cannot Accede to Sea Code

London, Feb. 2.—While official circles do not acknowledge that the British government has received more than a cabled summary of the American government's recent note on submarine warfare, naval authorities are outspoken in their opposition to the proposal. They do not hesitate to state that there is not the remotest chance of its provisions governing submarine warfare proving acceptable to Great Britain.

A naval officer, who is an authority on blockade problems, said to-day:

"We will never accept the provisions, and we are not influenced by German opposition to the note as outlined in the Berlin press, since we believe these articles were inspired and do not believe them sincere. The converse of that opinion expressed in the German papers probably gives the true attitude of official Germany toward the proposals."

ZEPPELIN CITY CHILDREN CELEBRATE PARIS RAID

[By Cable to The Tribune.]

Geneva (via London), Feb. 2.—Friedrichshafen, the site of the chief Zeppelin factory, is to-day beflagged and en fete, and the children of the town have been granted two holidays in celebration of the great raid on the fortress of Paris. Scores of congratulatory telegrams have reached Count Zeppelin at Stuttgart. The general cry in Friedrichshafen is "London next!" and the phrase is even chalked on the walls.

A new 2nd powerful Zeppelin is nearly ready for launching.

LONDON DEMANDS RAID REPRISALS

Fifty-nine Dead, Including 20 Women and 6 Children, Says Official Report.

London, Feb. 3.—The official figures of killed and injured in Monday's air raid are as follows:

"Killed—Men, 38; women, 20; children, 6; total, 64.

"Injured—Men, 51; women, 48; children, 2; total, 101, making the totals of killed and injured—men, 84; women, 68; children, 8—a total of 160."

Policy of Secrecy Dropped.

Henceforth the general public will not be kept in the dark as to the result of Zeppelin attacks, the authorities having decided that the press can publish all details except such as might be valuable to the enemy. This departure from the former regulations follows agitation and is in line with the French policy of letting the whole world know how fruitless and indefensible these attacks are on a civilian population.

To neutral correspondents the surprising point is the delay in arriving at this decision, which is bound to blacken Germany even more than she is at present.

To-day the announcement was made of an offer of \$5,000 to the pilot who brings down the first Zeppelin.

It would be interesting to know how Count von Reventlow, who advised Londoners to leave their "fortified city" if they didn't care to risk military attack, will justify the murder of a helpless family in a small town utterly without defense, as was the case on Monday. There can be no defense in this case that the raider was aiming at a dock or a munition plant or other military establishment. If Germany floods reprisals, its Zeppelins have accounted for victims hundreds of British dead and injured, and there is no record here that she claims any such number of Germans have been murdered by the Allies.

Fighting Power Unweakened.

"The Daily Telegraph" says: "As a fighting nation we are no weaker than we were before the Germans set out on their voyage across the North Sea. But we are more determined. We cannot forget or forgive the suffering and sorrow which have been spread far and wide."

"The Westminster Gazette" says: "The next visitation may take the form of us and leave us and our families mangled corpses under the ruins of our own houses. But in all the months these things have been going on the Zeppelins between them have not killed one-fourth the number who were drowned on the Lusitania, or as many as would be carried off by comparatively mild epidemics in a moderate sized town."

A Studied Air of Mystery.

"The Times" says: "Each new raid discloses some weakness in our preparations. We suggest, in the light of Monday night's experience, that the government might well revise its methods of dealing with railway traffic in case of a Zeppelin alarm. Some dislocation of traffic is inevitable, but necessary steps ought to be taken with the least possible inconspicuity."

Speed Aids the Roon.

The Roon is capable of such speed and armament as to make it possible to engage an enemy of considerable size, and, in the event of a chase, get away, with every opportunity of eluding pursuit. It is believed that the boat is in constant communication with agents some place on American territory, and probably is kept well acquainted with the passage of ships, and thus is given an opportunity to select the choice prizes.

It is evident that the captors of the Appam knew of its whereabouts and waited for two days for it to reach a point near the Canary Islands where they might pick it up with impunity.

The Roon is an armored cruiser, has a displacement of 9,350 tons, and is 403.4 feet long. She was built at Kiel in 1903 and completed in 1905. Her speed is 21.17 knots and she cost \$2,750,000.

The Roon is armed with four 8.2-inch and ten 5.9-inch guns and her crew numbers 638 men. She has four torpedo tubes.

The Appam lies off Fortress Mon-

TWO RAIDERS MAY LURK OFF OCEAN LANES

Ponga Thought To Be with Armored Warship.

APPAM TO FREE CAPTIVES TO-DAY

The Passengers, Penniless, Must Appeal to British Embassy for Aid.

Two German Commerce Raiders, Possibly More, Accompanied by Two or Three Powerful Submarines, Are on the High Seas, Lying in Wait for More Rich Prizes of the Appam Type. One of the Two is Almost Unquestionably the Big Armored Cruiser Roon, Carrying a Heavy Armament and Capable of Doing Untold Damage to Commerce. The Other is the Ponga, Whose Armament is Less Dangerous, but Still Capable of Overawing any Merchantman Carrying the Regulation 6-Inch Gun.

How the two sea rovers broke through the supposedly impregnable cordon of British battleships, submarines and cruisers that heretofore have kept the German navy bottled up in the Kiel Canal is a mystery that is puzzling British naval authorities on both sides of the Atlantic. That they are at large, however, and probably some place off the coast of Spain is the statement of several credible witnesses just released from the seventh prize of the raiders, the Appam.

These facts were among the surprising revelations made by civilians and British seamen who were released from the Appam this evening.

Operations Still a Secret.

How the Roon has been working is still a mystery. It is said, however, that up to the present it has been the practice of her commander to stand off on the horizon, guarding against attack by an armed enemy, while a disguised cruiser—the Ponga in the instance of the Appam—does the actual work of taking the practically unarmed prizes. The apparent object of this is to reduce the risk of capture of either craft considerably.

Should a surprise attack from an enemy of superior force compel the Roon to flee, it would be able to do so by abandoning the smaller and less valuable raider, while an attack by an enemy of equal or less armament would find it present to defend its ally.

The presence of the several powerful submarines that are mentioned by the Appam's former crew is much more disquieting to the commanders of British ships. There is nothing to prevent the powerful cruiser from conveying the underwater boats to the vicinity of the American coast and permitting them to prey on shipping at their leisure on this side of the Atlantic.

APPAM'S RELEASE DEMANDED

Owners of Vessel Insist Passengers Be Permitted to Land.

Daniel Bacon, local agent for Elder Dempster Company, Ltd., owners of the Appam, said yesterday that the vessel has demanded that the passengers be released and the passengers should be allowed ashore.

"Of course, we realize that there are several unusual phases of the case to be considered," Mr. Bacon said, "but we think the passengers should be allowed ashore."

He added that a message from the Appam yesterday stated there had been no new developments during the day. No arrangements have yet been made for having the passengers returned to England.

APPAM'S RELEASE DEMANDED

Owners of Vessel Insist Passengers Be Permitted to Land.

Daniel Bacon, local agent for Elder Dempster Company, Ltd., owners of the Appam, said yesterday that the vessel has demanded that the passengers be released and the passengers should be allowed ashore.

"Of course, we realize that there are several unusual phases of the case to be considered," Mr. Bacon said, "but we think the passengers should be allowed ashore."

He added that a message from the Appam yesterday stated there had been no new developments during the day. No arrangements have yet been made for having the passengers returned to England.

APPAM'S RELEASE DEMANDED

Owners of Vessel Insist Passengers Be Permitted to Land.

Daniel Bacon, local agent for Elder Dempster Company, Ltd., owners of the Appam, said yesterday that the vessel has demanded that the passengers be released and the passengers should be allowed ashore.

"Of course, we realize that there are several unusual phases of the case to be considered," Mr. Bacon said, "but we think the passengers should be allowed ashore."

He added that a message from the Appam yesterday stated there had been no new developments during the day. No arrangements have yet been made for having the passengers returned to England.

APPAM'S RELEASE DEMANDED

Owners of Vessel Insist Passengers Be Permitted to Land.

Daniel Bacon, local agent for Elder Dempster Company, Ltd., owners of the Appam, said yesterday that the vessel has demanded that the passengers be released and the passengers should be allowed ashore.

"Of course, we realize that there are several unusual phases of the case to be considered," Mr. Bacon said, "but we think the passengers should be allowed ashore."

He added that a message from the Appam yesterday stated there had been no new developments during the day. No arrangements have yet been made for having the passengers returned to England.

APPAM'S RELEASE DEMANDED

Owners of Vessel Insist Passengers Be Permitted to Land.

Daniel Bacon, local agent for Elder Dempster Company, Ltd., owners of the Appam, said yesterday that the vessel has demanded that the passengers be released and the passengers should be allowed ashore.

"Of course, we realize that there are several unusual phases of the case to be considered," Mr. Bacon said, "but we think the passengers should be allowed ashore."

He added that a message from the Appam yesterday stated there had been no new developments during the day. No arrangements have yet been made for having the passengers returned to England.

APPAM'S RELEASE DEMANDED

Owners of Vessel Insist Passengers Be Permitted to Land.

Daniel Bacon, local agent for Elder Dempster Company, Ltd., owners of the Appam, said yesterday that the vessel has demanded that the passengers be released and the passengers should be allowed ashore.

"Of course, we realize that there are several unusual phases of the case to be considered," Mr. Bacon said, "but we think the passengers should be allowed ashore."

He added that a message from the Appam yesterday stated there had been no new developments during the day. No arrangements have yet been made for having the passengers returned to England.

APPAM'S RELEASE DEMANDED

Owners of Vessel Insist Passengers Be Permitted to Land.

Daniel Bacon, local agent for Elder Dempster Company, Ltd., owners of the Appam, said yesterday that the vessel has demanded that the passengers be released and the passengers should be allowed ashore.

"Of course, we realize that there are several unusual phases of the case to be considered," Mr. Bacon said, "but we think the passengers should be allowed ashore."

He added that a message from the Appam yesterday stated there had been no new developments during the day. No arrangements have yet been made for having the passengers returned to England.